

Message Text

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TO USMISSION OECD PARIS

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AMEMBASSY OTTAWA

INFO ALL NATO CAPITALS

UNCLAS STATE 223463

OECD PARIS ATTENTION MARTIN FORRESTER

E.O. 11652: N/A

TAGS: NATO, SENV

SUBJECT: CCMS ROAD SAFETY PILOT STUDY AND ECMT MEETING, PARIS,
TOBER 1,2, AND 3

1. REPRESENTATIVES OF CANADA AND THE US ATTENDED THE 52ND
SESSION OF THE COMMITTEE OF DEPUTIES ROAD SAFETY COMMITTEE,
EUROPEAN CONFERENCE OF MINISTERS OF TRANSPORT (ECMT) AS OBSERVERS
ON OCTOBER 1,2, AND 3, 1974, IN PARIS AT OECD HEADQUARTERS.

2. THE FOLLOWING ORGANIZATIONS AND ECMT MEMBER COUNTRIES
WERE REPRESENTED AT THE MEETING: AUSTRIA, BELGIUM, DENMARK,
FEDERAL REPUBLIC OF GERMANY, FRANCE, THE NETHERLANDS, SWEDEN,
SWITZERLAND, UNITED KINGDOM, ECONOMIC COMMISSION FOR EUROPE
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(ECE), AND ORGANIZATION FOR ECONOMIC COOPERATION AND DEVELOPMENT
(OECD).

3. AS CHAIRMAN OF THE COMMITTEE, CHRISTIAN GERONDEAU OF FRANCE

PRESIDED. THE US WAS REPRESENTED BY JOHN R. BURKE OF US DEPT OF TRANSPORTATION'S NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION, AND CANADA WAS REPRESENTED BY JEAN-PAUL VAILLANCOURT OF ROAD AND MOTOR VEHICLE TRAFFIC SAFETY, MINISTRY OF TRANSPORT.

4. GERONDEAU ENCOURAGED COMMENT AND FULL PARTICIPATION BY CANADA AND US ON EACH ITEM ON THE 3 DAY AGENDA. AS OBSERVERS, CANADA AND US DID NOT VOTE ON RECOMMENDATIONS AND DECISIONS.

5. DISCUSSIONS AND PRESENTATIONS BY OECD AND ECE SUPPLIED INFORMATION ON PAST, CURRENT, AND FUTURE STUDIES, PLANS AND ACTIVITIES OF OECD AND ECE RELATED TO ROAD SAFETY.

6. AT THE MAY 10 CCMS ROAD SAFETY MEETING IN PARIS, GERONDEAU AGREED TO CONSIDER THE CCMS ROAD SAFETY PILOT STUDY IN RELATION TO ECMT. THIS WAS DONE IN DETAIL AT THIS ECMT MEETING AND WAS KEY REASON FOR CANADA AND US PRESENCE. MORE THAN HALF DAY OF MEETING DEVOTED TO PILOT STUDY.

THE US REPRESENTATIVE, IN RESPONSE TO GERONDEAU'S REQUEST, SUMMARIZED THE BACKGROUND AND THE CCMS ROAD SAFETY PILOT STUDY INCLUDING PILOT STUDY ORIGIN, INTERNATIONAL RESOLUTION ON ROAD SAFETY, IMPLEMENTING RESOLUTIONS, MAY 10 ROAD SAFETY MEETING IN PARIS AND PILOT STUDY FOLLOW-ON PLANS. THIS WAS FOLLOWED BY DETAILED DISCUSSION OF EACH OF THE SEVEN PILOT STUDY PROJECTS.

7. RESULTS OF THE DISCUSSIONS AND RECOMMENDATIONS OF THE COMMITTEE ARE SUMMARIZED BELOW. REFERENCE CCMS REPORT NO. 21, ROAD SAFETY PILOT STUDY, PREVIOUSLY DISTRIBUTED TO ALL ADDRESSEES OF THIS MESSAGE. NOTE: ALL ATTENDEES AT MEETING HAD COPY OF REPORT.

A. IDENTIFICATION AND CORRECTION OF ROOAD HAZARDS, PROJECT LEADER, FRANCE. FRANCE HAS INVESTIGATED FOLLOW-ON PROJECT ACTIVITIES WITH OECD. OECD (GROUP S-12) APPEARS APPROPRIATE AND FULLY UNCLASSIFIED

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QUALIFIED TO ACT ON THE RECOMMENDATIONS OF A ROAD HAZARDS IMPLEMENTING RESOLUTION AFTER IT HAS BEEN ADOPTED. THE FRENCH PLAN TO SUBMIT AN IMPLEMENTING RESOLUTION AT THE CCMS PLENARY, OCTOBER 1975. THIS WILL BE AFTER PUBLICATION OF A FORTHCOMING REPORT BY OECD ON ROAD HAZARDS WHICH THE FRENCH WISH TO CONSIDER BEFORE FINALIZING THE RESOLUTION. THE US CONCURS WITH THIS POSITION.

B. MOTOR VEHICLE INSPECTION (MVI), PROJECT LEADER, FRG. NOT HIGH PRIORITY WITH ECMT. CONSENSUS WAS THAT SHORT-TERM FOLLOW-UP SHOULD BE WITH COMITE INTERNATIONAL DE L'INSPECTION TECHNIQUE AUTOMOBILE (CITA) AS RECOMMENDED BY FRG PROJECT LEADER. IT WAS NOTED THAT ECE'S WP-29 MAY HAVE INPUT AND, IF A GOVERNMENTAL

INTERNATIONAL ORGANIZATION RATHER THAN A PRIVATE INTERNATIONAL ORGANIZATION LIKE CITA ULTIMATELY TAKES OVER MVI FOLLOW-UP, WP-29 WOULD BE APPROPRIATE. US REPRESENTATIVE WELCOMED WP-29 PARTICIPATION AND INPUT AND STATED THAT US AGREES WITH FRG RECOMMENDATION OF CITA AS INITIAL FOLLOW-ON ORGANIZATION. IN ANY CASE ECMT WILL NOT BE CONSIDERING MVI FURTHER AT THIS TIME.

C. PEDESTRIAN SAFETY, PROJECT LEADER, BELGIUM.

THE UK SUBMITTED A PAPER (ECMT CS/SR (74)13) SUMMARIZING OECD REPORT OF 1970 AND CCMS REPORT OF 1973, BOTH ON PEDESTRIAN SAFETY. MADAME TURGEL REFERENCED PROPOSAL BY CANADA BEING SUBMITTED TO OECD ROAD SAFETY COMMITTEE AT MADRID, OCTOBER 18, 1974. UK HAS ALSO PREPARED DRAFT QUESTIONNAIRE ON PUBLICITY, PROPAGANDA, AND EDUCATION IN PEDESTRIAN SAFETY TO BE SENT TO ALL ECMT MEMBER COUNTRIES. CONCLUSION WAS THAT PEDESTRIAN SAFETY WAS AN IMPORTANT AND COMPLEX PROBLEM. GERONDEAU SUGGESTED THAT A JOINT ECMT-OECD STUDY GROUP BE SET-UP TO STUDY WHAT SHOULD BE DONE, WHO SHOULD DO IT, AND MAKE RECOMMENDATIONS TO ECMT FOR FOLLOW-ON ACTIVITY. IT WAS COLLECTIVELY DECIDED THAT THE UK WOULD HEAD A GROUP COMPOSED OF BELGIUM, FRG, FRANCE, AND THE NETHERLANDS. GROUP TO MEET WITH OECD IN JANUARY 1975 AND MAKE RECOMMENDATIONS TO ECMT PRIOR TO ROAD SAFETY COMMITTEE MEETING IN FEBRUARY 1975. US AND CANADA WILL BE KEPT INFORMED OF PROGRESS AND RESULTS OF STUDY GROUP.

D. ALCOHOL AND HIGHWAY SAFETY, PROJECT LEADER, CANADA. THE ATTENDEES AGREED THAT ECMT SHOULD RECOMMEND OECD FOLLOW-UP ON ALCOHOL AND HIGHWAY SAFETY. THIS WOULD BE PART OF THE ACTIVITY UNCLASSIFIED

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OF THE OECD ROAD RESEARCH GROUP ON THE EFFECT OF ALCOHOL AND OTHER DRUGS ON DRIVING BEHAVIOUR. THE RECOMMENDATION IS IN ACCORD WITH THE PROPOSED RESOLUTION BEING SUBMITTED BY CANADA TO THE OECD ROAD SAFETY COMMITTEE MEETING IN MADRID, OCTOBER 18, 1974. THE US SUPPORTS THE CANADIAN PROPOSAL AND WILL DO SO AT THE MADRID MEETING. OECD IS CONSIDERING WORK ON ALCOHOL AND HIGHWAY SAFETY IN 1975 OR WORK ON HIGHWAY AND FIRST AID SERVICES (SIMILAR TO PILOT STUDY EMERGENCY MEDICAL SERVICES (EMS) PROJECT) BUT NOT BOTH. THE GROUP SPECIFICALLY RECOMMENDED THE ALCHOL WORK OVER THE FIRST AID SERVICES. SEE EMS BELOW. PRESUMABLY A DECISION WILL BE MADE AT THE MADRID MEETING.

3. EMERGENCY MEDICAL SERVICES (EMS), PROJECT LEADER, ITALY. FOLLOW-ON WORK TO THE ROAD SAFETY EMS WORK IS BEING CARRIED ON UNDER THE CURRENT CCMS ADVANCED HEALTH CARE PILOT STUDY AND ECPANDED TO INCLUDE ALL TYPES OF EMERGENCY MEDICAL SERVICES. SINCE THE EMS FOLLOW-ON IS ASSURED FOR THE IMMEDIATE FUTURE AND BECAUSE ALCOHOL IS AN URGENT PROBLEM., THE GROUP RECOMMENDED THAT OECD SELECT THE WORK IN ALCOHOL IN PREFERENCE TO EMS. IT WAS NOTED THAT TO COMPLETE THE ROAD SAFETY EMS WORK THE US WILL SUBMIT AN IMPLEMENTING RESOLUTION ON EMS TO THE CCMS PLENARY IN OCTOBER 1974. THE TEXT OF THE RESOLUTION IS CONTAINED IN

CCMS REPORT NO. 21, PAGE 40.

F. ACCIDENT INVESTIGATION, PROJECT LEADER, THE NETHERLANDS.
THE POSSIBILITY UNDER CONSIDERATION OF ADDING EUROPEAN DATA TO
THE US AND CANADA'S INTERNATIONAL DATA FILE ON ACCIDENTS AT THE
UNIVERSITY OF MICHIGAN'S HIGHWAY RESEARCH INSTITUTE (HSRI)
WAS DISCUSSED BRIEFLY ALONG WITH THE POSSIBILITY OF AN EUROPEAN
DATA FILE USING A MACHINE LANGUAGE COMPATIBLE WITH HSRI. MULTI-
DISCIPLINARY ACCIDENT INVESTIGATION TEAMS WERE ALSO DISCUSSED.
OECD HAS BEEN DOING ACCIDENT INVESTIGATION-TYPE RESEARCH AND STUDIES
FOR SOME TIME, SUCH AS BIO-MEDICAL AND BIO-MECHANICAL
ASPECTS OF ACCIDENTS, STATISTICAL STUDIES AND ACCIDENTS INVOLVING
YOUNG DRIVERS.
CANADA WILL SUBMIT A RESOLUTION ON ACCIDENT INVESTIGATION TO
OECD AT THE OCTOBER 18, 1974, MEETING IN MADRID. THERE WAS
CONCERN EXPRESSED ABOUT THE QUALIFICATIONS OF ECMT TO CARRY-ON
ACCIDENT INVESTIGATION ACTIVITIES EFFECTIVELY AND ECMT DOES NOT
HAVE THE NECESSARY STAFF. NO SPECIFIC FOLLOW-ON RECOMMENDATION
WAS MADE. IT WAS DECIDED TO WAIT UNTIL AFTER THE OECD MADRID
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MEETING BUT TO INFORM THE OECD ROAD SAFETY COMMITTEE THAT THIS IS
IMPORTANT WORK AND IT IS DESIRABLE THAT IT BE CONTINUED.

G. EXPERIMENTAL SAFETY VEHICLES (ESV), PROJECT LEADER, US.
ACTIVITIES AND FOLLOW-ON PLANS BY THE US WERE SUMMARIZED AND
DISCUSSED INCLUDING THE ESV CONFERENCE, US TESTING OF JAPANESE
AND EUROPEAN ESVS AND THE US ADVANCED STATE-OF-TH-ART RESEARCH
SAFETY VEHICLES. IT WAS AGREED THAT FOLLOW-ON ESV WORK WAS
GOING WELL INCLUDING PARTICIPATION BY NON NATO COUNTRIES SUCH
AS SWEDEN AND JAPAN.

H. SOME DISCUSSIONS ENSUED ABOUT THE POLITICAL PROBLEMS OF
NON NATO NATIONS IN RELATION TO NATO CCMS AND ECMT FOLLOW-UP
ON CCMS ROAD SAFETY STUDIES. GERONDEAU'S POSITION AND THAT OF THE
GROUP APPEARS TO BE THAT IF ECMT DECIDES TO FOLLOW-UP ON CCMS
ROAD SAFETY STUDIES, THIS DOES NOT INVOLVE ANY LINKS THAT DO NOT
ALREADY EXIST AND IN NO WAY JOINS OR INVOLVES NON NATO COUNTRIES
POLITICALLY WITH NATO. THERE IS NO REASON TO IGNORE USEFUL CCMS
STUDIES AND THERE IS NO LINK BETWEEN ECMT AND NATO. NO POLITICAL
CONCLUSIONS ARE INVOLVED IN ECMT STUDY CCMS REPORTS OR DECIDING
TO DO FOLLOW-UP WORK. IN FUTURE ECMT WILL NOT BE REFERRING TO
SELECTED FOLLOW-ON STUDIES AS CCMS BECAUSE THE WORK PROGRAM WILL
BE PART OF OECD, ECE OR ECMT STUDIES. IT WAS NOTED THAT SWEDEN
AND JAPAN, NON NATO COUNTRIES, EFFECTIVELY PARTICIPATED IN THE
ESV PROJECT AND CONFERENCES TO THE BENEFIT OF ALL CONCERNED WITHOUT
CREATING ANY LINKS WITH NATO.

I. THE 3 DAY MEETING CONCLUDED WITHOUT DISCUSSION OF FORMATS
FOR PROGRAM EXCHANGE. THESE ARE SIMILAR TO THOSE SHOWN IN
APPENDIX 4 OF CCMS REPORT NO. 21, AND OF THE TYPE SUBMITTED AS
SAMPLES TO ECMT BY CANADA, THE NETHERLANDS, AND THE US. CONSIDERATION

OF FORMATS FOR PROGRAM EXCHANGE WAS TO BE A PART OF THE ECMT MEETING AS AGREED AT THE MAY 10 ROAD SAFETY MEETING IN PARIS. GERONDEAU STATED THAT DUE TO A FULL AGENDA AND LACK OF SUFFICIENT TIME, THE FORMATS COULD NOT BE CONSIDERED UNTIL THE NEXT MEETING IN FEBRUARY 1975. THE US REPRESENTATIVE CONCURRED THAT THE FORMATS WERE MUCH LESS IMPORTANT THAN CONSIDERING THE OVERALL STUDY AND EACH OF THE INDIVIDUAL PROJECTS AND EXPRESSED APPRECIATION FOR THE INDEPTH CONSIDERATION GIVEN TO PILOT STUDY FOLLOW-ON. FYI GERONDEAU IS CONCERNED THAT USE OF STANDARIZED FORMATS FOR PROGRAM EXCHANGE MAY CREATE UNNECESSARY PAPERWORK AND BE A BURDEN

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ON COUNTRIES WITH LIMITED ROAD SAFETY PERSONNEL. HE BELIEVES THAT FOR EUROPE THE PERIODIC ECMT ROAD SAFETY COMMITTEE MEETINGS FULLY SATISFIED THE REQUIREMENTS FOR ROAD SAFETY PROGRAM EXCHANGE BETWEEN MEMBER COUNTRIES WITHOUT USING A STANDARDIZED

FORMAT. THIS MAY BE A SOURCE OF FUTURE DIFFICULTIES ON PROGRAM EXCHANGE AND IS IN CONFLICT WITH THE ADOPTED INTERNATIONAL RESOLUTION ON ROAD SAFETY. END FYI.

8. INFORMATION ON OTHER ITEMS OF ECMT MEETING AGENDA (CS/SR/A(74) WILL BE AVAILABLE FROM ECMT AS RECORD OF 52ND SESSION, ESTIMATED TO BE AVAILABLE DURING DECEMBER 1974.

9. FOR OECD: THIS MESSAGE CONSITUTES REPORT OF MEETING PROMISED BY JOHN BURKE.

10. FOR OTTAWA: PLEASE DELIVER CONTENT OF THIS MESSAGE WITHOUT FYI TO JEAN-PAUL VAILLANCOURT AND REQUEST TELEPHONE RESPONSE TO JOHN BURKE (202/426-1581) IF HE DISAGREES OR HAS PROBLEMS WITH ANY PART OF MESSAGE. I GERSOLL

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